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“One Last Coffee at The Midway Diner”



TOM TRESCH

7 August 1996 – The last day of business in the original diner.

About the Author

David Zsido was born in Proctor. He is a graduate of Mount Saint Joseph Academy and Norwich University. He helped found the Green Mountain Bull Dawg Chapter of the Antique Truck Club of America in 1992 and has served as president of the chapter since. He is an avid collector of truck history and memorabilia, including antique trucks and equipment. He has authored: "Antique Trucks: A Different Kind of Horsepower", "The Early Years of Company C 368th Engineer Battalion, U.S. Army Reserve In Rutland, Vermont", "The Secrets of Glen Garage", "Cinderella's Sweets", "The 486th Anti-Anything Battalion" and "F.A. Tucker Inc., General Contractors.

Introduction

In the era after World War Two, new diners appeared all over America. The diner met the needs of a newly mobile population of all ages as well as the growing number of truckers who were delivering products throughout the country.

The Midway Diner provided local food and beverage at all hours of the day every day of the week. The addition of a gas station and a sizeable parking lot made the Midway particularly attractive to truckers. Local food with local waitresses who knew your name made the diner a family location, a home away from home. The diner was an after-hours bus stop, a place to glean local news and an opportunity for social interaction.

The author captures the feel of this piece of Rutland history which ended in 2013. In tracing the early history of the diner and the structural change in 1996, he adds a number of tales of people and events associated with the Midway Diner.

Another type of food and beverage service is now at this location but the times and clientele have changed. The era of the American and Rutland diners has passed.

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“One Last Coffee at The Midway Diner”

David G. Zsido

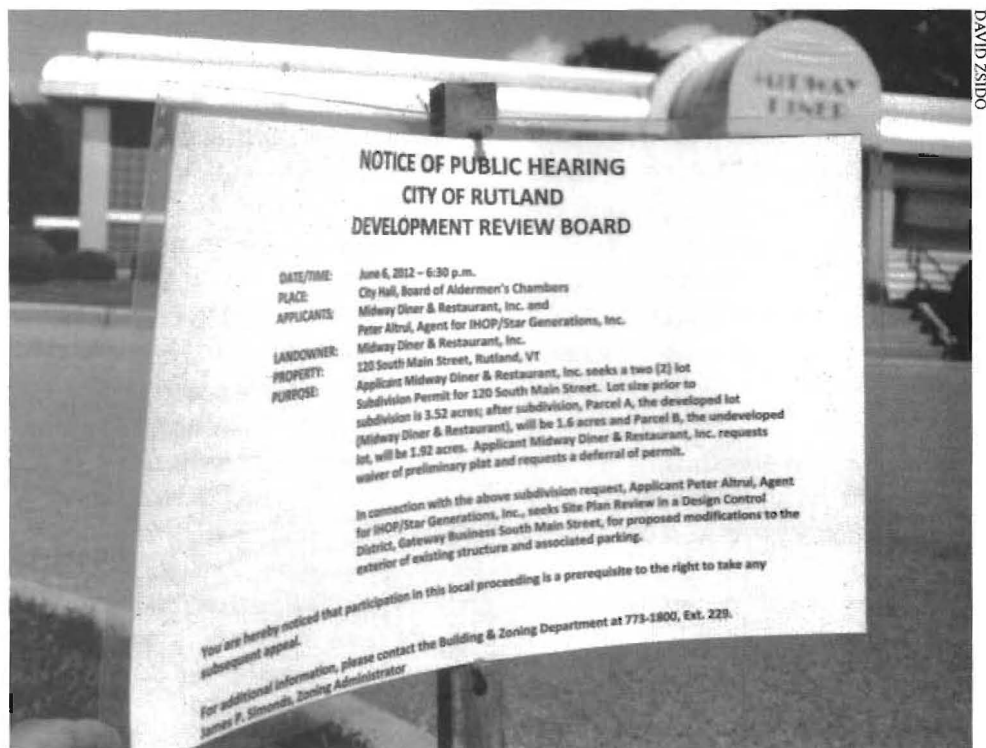
As the day started, it was a cool and crisp morning. The early daylight hours resembled that typically reserved for autumn conditions in Vermont. Heavy dew had spread across the lawn. The still green grass was speckled with bright yellow, early fallen leaves. I walked from my house to the barn to dig out ‘Gypsy’ for a Sunday morning run. ‘Gypsy’, my 1951 Mack LJT, was hiding behind my El Camino. I’d have to fire up the El Camino, move the Kubota, and then round up a bunch of tools that were scattered across the floor before I could get the old Mack out through the door.

‘Gypsy’ and I were going to take a short trip to a nearby destination, a trip we had made together on numerous occasions over the past several years. This would be our final trip to that location. Our destination was the somewhat legendary Midway Diner in Rutland, Vermont. The date was 18 August 2013. It would be the final day of operation for the Midway. After a few pre-trip checks, I hit the starter button and ‘Gypsy’s’ 220 Cummins diesel roared to life. We pulled out of the barn and motored down the road on our half mile trip for one last cup of coffee at the Midway.



18 August 2013 – GYPSY, Dave Zsido’s 1951 Mack LJT parked at the Midway sign on the last day of business.

The actual announcement of the closing of the Midway Diner was disclosed to its staff just nine days earlier. A brief mandatory meeting of all employees was conducted shortly after its normal closing time of 3 PM on that day. Although the announcement came as a complete surprise, it did follow nearly a year and one half of rumors and speculation. During the first part of 2012, tentative plans were disclosed that the Midway would be sold and a nationally known restaurant franchise would take its place at that location. In fact, the formal sales process was undertaken, and a public notice of the convening of the local City of Rutland Development Review Board was posted on the restaurant's property around 23 May 2012. The hearing date was set for 6 June 2012.



23 May 2012 – Notice of the public hearing had been posted concerning the planned redevelopment of the diner.

In the months that followed, there was continual guessing and surmising as to when the diner would actually close its doors for good. The potential closing date changed from the end of July to the first of September, and then to the first of November.

Then came the news that many loyal customers and most of the Midway's staff had somewhat hoped for. This was in late November in 2012. The message was simple: the planned sale of the Midway had not been able to materialize. Therefore, the diner would remain open and oper-

ate as usual. This was further substantiated with a news story in the Rutland Herald that was published on 21 January 2013. The news was received with 'quiet celebration' by many patrons. This celebration was to last for approximately eight months. For the many relieved by the news, it was business as usual at the Midway.

However, discussions had continued after the first of the year about plans for bringing the nationally known restaurant to Rutland under different terms -- actually a lease of the facility and property rather than a sale.



DAVID ZSIDO

John Valente

other former customers, staff workers, even many new customers and

Once the agreement had been forged between the parties in August of 2013, the co-owners of the Midway, John Valente and Frank Trombetta Jr., then explained the transaction to the staff. After the updated news became publicly known, the realization that the Midway would truly disappear settled in upon many loyal customers throughout the region.

During its final week of operation, these customers joined with



DAVID ZSIDO

16 August 2013 – An anxious part of the waitress staff as the final day of operations approached.

area residents, and, of course, with the many road truckers who regularly passed through the area. All wanted to pay the Midway perhaps a final visit. For some it may have been their first visit. Each day of the last week, the crowd of patrons seemed to grow and grow. Moreover, one of Vermont's television news teams made its way to the Midway on Wednesday, 14 August to develop a brief news segment on the closing. The field reporter interviewed one long-time patron, Bob King, who reflected on perhaps more than fifty-five years of coming to the Midway. Bob's sadness at the loss of the diner perhaps typified the feelings of so many others.

When 'Gypsy' and I arrived on the final Sunday of operation, the Diner was packed to capacity. Everyone wanted to have one last meaningful memory of the Midway.



DAVID ZSIDO

18 August 2013 – Bunny Zsido pours coffee for Robert Marro and his wife.

By some accounts the Midway Diner reportedly opened its doors during September of 1947. However, modern menus from the restaurant list 1949 as the beginning date of operation. Edward M. 'Eddie' Copps, a Rutland entrepreneur who was born on 24 July 1888, placed a small trolley style diner on the easterly side of U.S. Route 7 at 120 South Main Street. The diner was originally situated nearly curbside and parallel to the street with a short walk leading to its front door. According to tax

department registration documents filed in 1956, in addition to running the diner, he also ran a small gasoline station on the northeast corner behind the diner. As ATCA member Fred Beauchamp recalls, the small gas station was possibly a Shell Oil station. Fred had discovered a small mileage chart, which the gas station provided to truckers, who stopped by the diner. It listed the mileage to various major cities throughout the northeast. Fred had located the card in the cab of his 1953 LFT Mack, which originally had roots with the former Romano Brothers Trucking Company of Rutland. He had subsequently given me the card for safe-keeping. I stored it away in a now forgotten safe-place!

As a young teenager during the 1950s, Fred would often accompany his father to the Midway as his dad headed out on a late night run. His dad might either start or end his long distance hauls for the Pico Produce Company of Rutland with a coffee at the Midway. Back in those days, semi rigs could park along the curbside of South Main Street. Fred also remembered that Eddie Copps could often be found sitting in the far left corner booth as you entered by the front door; drinking coffee and smoking a cigarette. Fred reflected on that time when countless rigs may have been parked on both sides of the street with their four ways flashing into the darkness of the night. The small truck parking lot behind the diner was almost constantly jammed with even more trucks. In the 1950s, Rutland was a notable and a sizeable industrial and manufacturing hub. Obviously, to accommodate the needs of such business, truck transportation was essential. Many sizeable carriers had terminals positioned in Rutland, such as, St. Johnsbury, H.P. Welch, Gay's Express, Romano Brothers, Guy E. Wilson, Marcell's, and many smaller trucking companies. These freight companies served heavy manufacturers, such as, Howe Scale, Patch Wagner, Lincoln Iron Works, and various other supporting industries. The marble and slate industries were also flourishing during that period, and again, those industries relied heavily on truck transportation. Dairy farming and logging were other providers of raw materials that utilized trucking to get their produce to markets in major east coast cities. The Midway Diner served as Rutland's sole truck stop. Then opened on a 24 hours/7 days a week schedule, the Midway was an 'oasis' on the often treacherous Vermont highway system. That pre-interstate and pre-highway modernization network in Vermont was tough on trucks and even tougher on the drivers. The diner was located right at the foot of Gouger Hill. Trucks starting out from the diner and heading north on U.S. Route 7 had a steep quarter mile climb. This was made even more difficult if the rig had been parked behind the diner and then had to negotiate a

ninety degree turn at the foot of the hill. A snow-covered highway in the winter made that short climb even more interesting, as the gear-shifters of that era powered their trucks to the top of the hill.

The Midway Diner came to Rutland as a Silver City Diner; manufactured by the Paterson Vehicle Company of Paterson, New Jersey. Paterson Vehicle Company specialized in mass producing small diners, which resembled trolley cars.



July of 1996 – The original Midway Diner structure.

The Midway had one notable forerunner in Rutland, which also utilized a trolley style diner configuration. Lindholm's Diner, about one half mile further north on U.S. Route 7, started in business in 1941.



Lindholm's Diner.

However, the Lindholm's Diner structure was manufactured by a different company, Sterling Stream Liner. Unlike the Midway Diner, Lindholm's did not afford the parking necessary for truck traffic, and may have generally relied on local and tourist passenger vehicle trade. The tiny diner remained at this location until 27 April 1988, when it was removed to make room for a parking lot. Justin Lindholm, the son and nephew of the brothers, who opened the diner, noted that Sterling manufactured the railroad car style diners until the advent of World War II. Then the company converted to producing submarines for the U.S. Navy. The company ultimately ceased operations at the conclusion of the war. Justin recalled that his family's diner was fabricated with a wooden frame. The redwood-appearing wood was covered with a gray paint, and the substructure was still in good shape at the time it was moved. Justin stored the unit adjacent to his home in Mendon for a few years. Then he sold it to an individual who had plans to relocate it to Florida and re-open it there. He noted that the new owner cut the diner into sections for the long haul to Florida. Justin doesn't believe that the individual ever followed through with his plans.

In 1962 Eddie Copps decided to retire and sold the Midway to Frank Trombetta Sr. He also entered into an agreement with the Phillips Petroleum Corporation at that time. Frank decided to move the tiny diner back further to the east from the location it had occupied somewhat curbside along South Main Street. In addition to its repositioning, a larger, more formal dining room was attached along the south side of the Midway. In the void that the Midway left behind, a modern gasoline service station was constructed. The gas station sold Phillips 66 products, and was known as Midway 66. Less than a year and a half after the sale of the Midway, Eddie Copps died of pulmonary emphysema on 9 January 1964, a few months short of his 75 birthday.

Some years later, although not directly associated with the Midway Diner, there was a piece of notorious history associated with the Midway 66 gasoline station. On 24 August 1968 the young couple, who managed the station, disappeared under mysterious circumstances. This couple, Thomas and Elizabeth Whittemore, who were both in their early 30s, vanished for more than a week. Then on 2 September another couple, John Grace and his fiancée, Mary Ellen Gilligan, were spending an extremely hot late summer afternoon prospecting for old bottles and other artifacts. As they searched old cellar holes of homes that were once occupied by marble company workers, their excursion brought them to a

long abandoned roadway, which had once extended from Fire Hill Road in Florence, Vermont. As John looked down the roadway, he noticed a brand new 1968 Buick Grand Sport that was stuffed between the lush summer growth of brush, weeds, and small trees, which choked the roadway from each side. The point that really caught John's attention was that his mother had just purchased a car that was identical to the one parked in the over-grown roadway.

The couple, now married, can vividly recall their discovery of that scorching hot summer afternoon. John worked his way along the driver's side of the car; pushing vegetation back as he proceeded. Then he observed a gruesome and terribly shocking sight; the driver, still positioned behind the steering wheel was dead! John quickly backed away from the scene and returned home to advise his father. Ultimately the Vermont State Police responded as did a local wrecker operator. The doors of the vehicle couldn't be opened due to the vegetation growth. So the wrecker had to drag it back some distance to make enough room for the door to swing open. It was then that John and Mary Ellen noticed that there was a passenger in the front seat as well. They had located the missing Whittemores. Their discovery was reported by then Rutland Herald reporter, Jack Crowther, who as a young journalist, was covering his first murder. In his news story, Jack revealed the graphic details of the murder scene. The couple had been killed, execution style, with multiple gunshot wounds to the backs of their heads. Then, during the next several days following the shootings, the intense summer heat had hastened their decomposition. Jack was somewhat chastised by his editor for the frankness of his report.

The murder remains one of the Rutland area's most notorious unsolved crimes. In follow-up reports, Jack detailed portions of the investigative process, which included police interviews with some of the Midway Diner's staff and customers who were in the diner during the late night hour disappearance of the Whittemores on 24 August. Had the murderer or murderers actually been customers at the diner prior to the abduction of the couple? In one of Jack's follow-up reports he disclosed statements made by Vera Woods, a long-time waitress at the diner. Vera was asked if she recalled any suspicious characters the night of the disappearance. As quoted in the Herald, Mrs. Woods replied, "We've had them all week!"

During the 1960s and the 1970s the Midway Diner also served as a rallying point for the younger crowds, who were returning during the early morning hours from 'across the line'. Back in those days there was

an age difference in terms of the 'legal age' one had to be to purchase alcoholic beverages. In New York State it was 18 years of age, while in Vermont it was 21. Numerous night clubs operated just over the line in New York State. They catered to this crowd, offering live rock'n'roll bands, especially on the weekends. So for those returning party-goers from the greater Rutland area, the Midway Diner was the first stop before going home. There they could enjoy a cup of coffee, perhaps a complete breakfast, or feast on the Midway's famous French fries and brown gravy, perhaps whipped up by head cook, Ed 'Cheesebox' Lubinsky. The waiting line would extend down the front steps and out into the darkness of the parking lot, as the 'Over the Liners' and truck drivers waited for a seat at the counter or in a booth. The diner would be honkin' inside. The juke box would be blaring the latest roll 'n' roll songs or country ballads. With ten cents for a single play or three songs for a quarter, the selection boxes, located in every booth, were in constant use. If a patron happened to be a little cantankerous, a hired off-duty 'Special' police officer would help restore the calm.

Another important function served by the Midway Diner was that of the after-hours bus terminal for the Vermont Transit Lines buses. Vermont Transit was a major interstate Vermont bus line, which had a terminal office in downtown Rutland. When the terminal closed during the early evening hours, the Midway Diner then became the terminal throughout the late night and early morning hours since it was open 24 hours a day. The Midway's location was convenient for Vermont Transit as its bus garage was only a short block west.

Fred Beauchamp recalled that era, back in the 1960s, when he was driving for Guy E. Wilson and hauling Grand Union groceries from Waterford, New York to various points in Vermont. On many a late night as Fred headed north on Route 7 in the East Dorset area, a Vermont Transit coach would approach him rapidly and then the Detroit Diesel-powered GM coach would sail by his heavily loaded – gasoline-powered Brockway semi. This particular stretch of U.S. Route 7 was untypically flat and straight for about one and one half miles. This event became a common occurrence. Then on one particular night, after so many nights of meeting the same bus at the same spot and getting passed, Fred had happened to get upgraded to a new Cummins diesel powered Brockway.

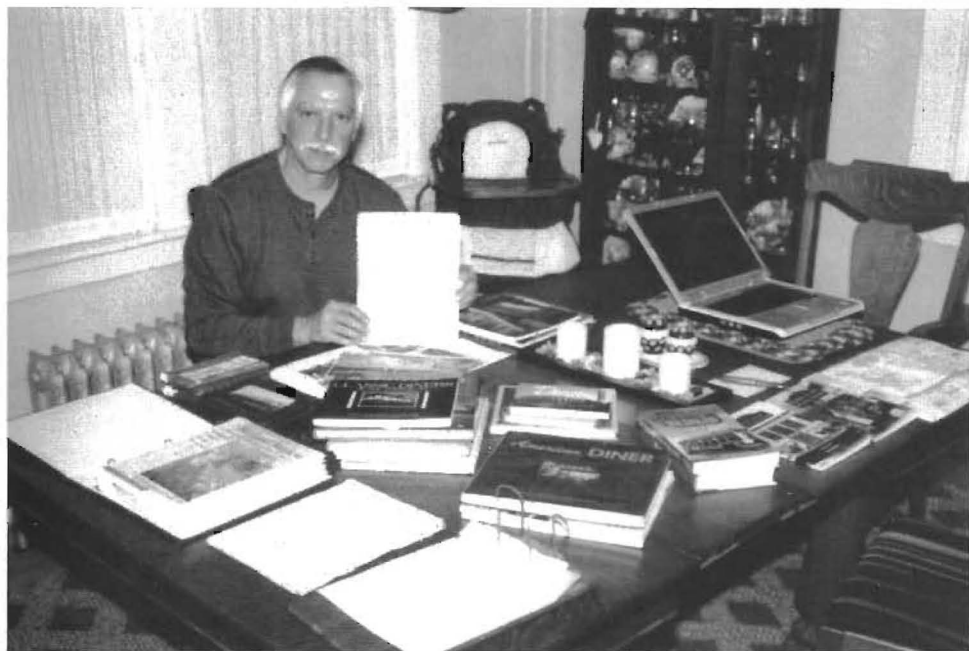
The following is the story of that midnight encounter with the Vermont Transit bus in Fred's own words: 'That 11:30 PM Vermont Transit bus would blow my doors off every time. Then Wilson gave me my first

new Brockway. It turned out to be a Bearcat and fun to drive. This particular night as I was leaving Manchester, the bus caught me on a grade outside of town. I said to myself: 'the worm has turned'. As we hit the flats in East Dorset he turned on his directional light to pass me. I said to myself 'not tonight buddy' and stuck my foot on it and held him out there until we got to the flats at Emerald Lake where he was able to pass me as he had more top end than I did. When I got back to the barn the phone was ringing off the hook. It was Guy Wilson asking if his son was there as he was supposed to pick up Guy and his wife at the Bus Terminal. As you recall Vermont Transit closed their terminal at night, so they used the Midway as a drop off. I told Wilson his son wasn't there, but I was on my way home and I could give them a ride". Guy and his wife were just returning home from their Florida vacation. As they all got settled into Fred's car, Guy quipped, "That new Brockway certainly kept the bus hanging there for a minute...." Unknown to Fred, the couple had been on board that very bus. Not another word was said as Fred brought the couple to their home.

After that night he never mentioned the incident again, and Wilson's mechanic never turned the engine down. The 1960s and being a twenty-three year old driver with a brand new tractor was as good as it could be. Guy Wilson was certainly a good guy to work for.

The small diner prospered and served countless customers as the years rolled by. Then in the mid-1990s Frank Trombetta Sr., the owner, laid the groundwork to vacate the trolley style complex and replace it with a modern structure with a style that maintained a portion of the former appearance and character of the original diner. Fortunately the original Midway structure was spared the 'wrecking ball', as a person from a nearby community began negotiating with Trombetta about its potential purchase as soon as the news was released. The purchaser of the original trolley style diner was an individual named Thomas Tresch. Local news accounts indicated that he had plans to reopen the diner in nearby Orwell, Vermont, or possibly in the Brandon area. For a few years the diner remained parked in a field near Orwell, where truckers by the hundreds drove by the idle eatery on a daily basis. Then Tom moved it to Brandon, where once again it remained unused for a few more years. Following the closing of the Midway in 2013, it took a few months to actually catch up with Tom and talk further about the original Midway Diner. In fact, it was a frigidly cold – sub-zero afternoon in January of 2014 before we actually visited. Tom greeted me at the door of his home and guided me to his dining room, where the large

oak dining room table was completely covered with hard-bound books, photo albums, and similar informational items on roadside diners in America. This obviously included memorabilia on the Midway Diner. Tom even had his lap-top computer fired up and locked onto the 'Roadside Diner Finder' website of Randy Garbin.



DAVID ZSIDO

22 January 2014 – Tom Tresch at his Proctor home with his collection of diner memorabilia.

Tom noted that a news story that appeared in a local newspaper on 6 July 1995 about the appearance of Frank Trombetta Sr before the City of Rutland Zoning Board initially triggered his interest in potentially acquiring the diner. It was through this zoning board hearing that Trombetta unveiled his plans to construct a new restaurant to replace the original Midway Diner. Tom had a keen interest in muscle cars and hot rods, so an early trolley style diner like the Midway seemed to go hand and hand with high performance cars. If Tom hadn't followed through with his dream of owning the Midway, the structure would have been demolished. So he entered into an agreement with Frank Trombetta Sr., made arrangements to purchase the diner, and move it off site. Part of the vast collection of material on his table included a sizeable photo album, which captured every important aspect of the rigging and moving of the small diner.



12 August 1996 –The original diner is loaded and ready for transport after a final night in Rutland.

At the time of his purchase in 1996, Tom lived in nearby Orwell. His plan to reopen the diner along the Route 22A truck route through that rural community met with less than enthusiastic support. He had located a storage spot at the Walker and Ruth James farm, but needed a site with relatively close proximity to the town's municipal sewer system. Sadly nothing developed and he moved the small diner over the mountain ridge to Brandon. Then due to an unforeseeable health issue, Tom abandoned his plans of reopening the small diner. In 2003 he sold it to Ross Myers of American Infrastructure in Worcester, Pennsylvania. This individual specializes in highway and other major construction projects. From what Tom recalled, Ross was going to refurbish the diner into a cafeteria for his construction workforce. He doesn't believe that this plan ever materialized and feels that the diner is still in storage near Worcester, Pennsylvania. Fortunately, Tom retained a small stack of memorabilia from John Valente's office in the basement of the diner, which John had included as part of the deal. This consisted of a wide variety of menus dating back to the 1970s, a small recipe pamphlet, paper placemats, and even some of the china used in the diner. These items comprised a small portion of the vast collection of diner material on Tom's dining room table.

However, one of the more interesting pieces of data was a ledger of the weekly employee work hours for the years 1965 and 1966. The diary listed the employees' complete names and the dates worked. It was divided into five staff categories: waitresses, cooks, cashiers, dish-washers, and 'special officers'. The 'special officers' were off-duty police officers who were routinely on site during the late night and early morning hours when the 'honky-tonkers' arrived. Tom also had one of the 1950s fold-out mileage cards, which listed the distances from Rutland to major cities. It was identical to the one that Fred Beauchamp had entrusted to me. He pointed out that, as listed on the card, the Midway Diner was positioned exactly 167 miles from Montreal and 167 miles from Boston, 'midway' between these two cities. Moreover the tiny card also revealed that the Midway also pumped Shell gasoline and 'dieselene' during that era. Tom also had discovered that the unit was manufactured in 1950; as the serial number of #50-96 was stamped into a steel I-beam of a frame cross-member. According to Tom, the first two digits indicated the year of manufacture. This discovery further confuses the actual date of opening of the diner. If the production model year for the diner began in September, as did most auto manufacturing of that era, then this might support the indication on the current menus that the Diner had been around since 1949.

In the blink of an eye, or so it seemed, the old diner had disappeared and the new complex was open for business. This was due to the well planned schedule of construction of the new restaurant which was situated just to the east of the old diner. While construction was actually underway and ultimately completed, the old diner continued to serve up coffee and eggs. So when construction on the new restaurant was completed, it was simply a matter of pulling the grand little trolley style diner off the lot. Almost immediately after the new structure was operational, the Green Mountain Bull Dawg Chapter continued using the new Midway as its rallying point as it had done since 1992. Chapter members with their antique Macks met there on the first Sunday of May from 1997 to 2013 for coffee and breakfast prior to lining up for the Annual Loyalty Day Parade. Moreover, the local Chapter also assembled there on a couple of occasions for its annual meeting. It did so for the final time in April of 2013. Previously, the former Green Mountain Heavy Haulers Chapter (ATHS) members had found their way to the Midway with their antique rigs beginning in 1985.



7 April 2013 – Members of the Green Mountain Bull Dawg Chapter have their last meeting at the Midway.



18 August 2013 – The Midway Diner ... now a memory from the past.

During its final week of business, hundreds of customers stopped by the Midway, paying their final visit and enjoying one last cup of coffee.

They fondly embraced their countless memories of so many visits to the diner in years gone by. It was a last chance to say a final farewell to a local institution. One of the local TV news stations sent a reporter to interview the owner, some of the staff members, and a few of the customers, capturing just a small portion of the sentiment of the loss to the community. When it closed, much of the staff at the Midway had been employed for many years. Most of the waitresses had been employed since the new diner opened in 1996. A few had been hustling food orders to the hungry patrons for many more years than that.

DAVID ZSIDO



18 August 2013 – ‘Last call’ as the service staff pose with ‘GYPSY’ on the final day of business.

Pauline Loughan had logged in more than forty years. However, she retired just a few short years before the closing. Another long-term waitress was Nancy (Webster) Lampiasi. Her tenure extended from the very opening of the original diner to its closing. Amazingly, she started working at the Diner as a part-time waitress, while still attending Rutland High School (Class of 1955). Nancy remained on the staff as a faithful and active employee for more than 61 years, right up until the time of its closing in August of 2013. Unquestionably, she had the longest tenure of any Midway Diner employee.



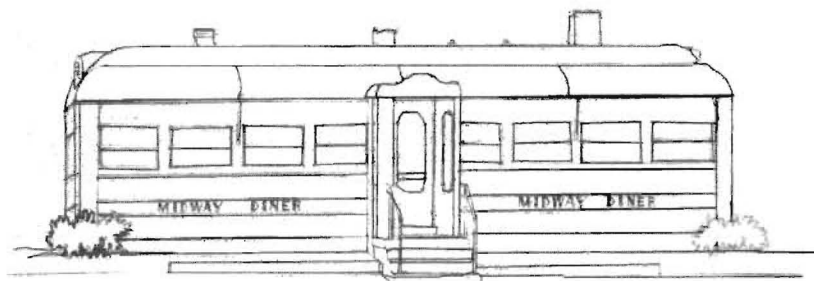
13 August 2013 – A few members of the waitress staff: Nancy Lampiasi (left), who had 61 years with the diner, with Debbie and Jen.

Ultimately, when the last coffee was served on closing day, the diner was still held in partnership between John Valente and Frank Trombetta Jr. John immigrated to the United States in 1958 from Italy with his family. Shortly thereafter, he obtained employment with the Midway Diner on a part-time basis as a dishwasher while still in high school. He progressed to becoming a short order cook. He even continued in this role while attending college, by working the night shift on weekends. In the years following his completion of a college education, John returned to the diner as the general office manager. Ultimately in 1988, he progressed further up the corporate ladder and became a partner in the business with his cousin, Frank Trombetta Sr. When his cousin passed away, Frank Trombetta Jr., following in his father's footsteps, became John's new partner. John always remembered the early days in the business, as they tried to keep meals affordable for their patrons. The diner would offer daily specials for 99 cents. The 'special' might have consisted of a meatloaf plate. The State meals tax then was 1%, so the hungry lunch crowd could have a complete meal for just a buck. John noted that when the State increased the tax to 3% the diner lowered its meal cost to 97 cents to achieve the same result.

The Midway Diner and so many others like it were the true gems along the American highway landscape. These diners served as homes away from home, where one could always count on good food served by a sometimes sassy waitress. Unquestionably, there was always plenty of opportunity for some good conversation. Whether one was a truck driver, a deer hunter, a traveling salesman, a late night reveler, or just the neighbor from down the street, you always felt welcome at the Midway Diner. It was somewhat curious that the very last semi driver who pulled in for a meal on that closing day discovered that his rig wouldn't start when he was ready to leave. Not to fear, the over-the-road driver from Minnesota was rescued by a patron, who lived not far from the diner, and brought a battery charger for the needed boost. It seems that like many other similar 'treasures', a diner may never seem to be fully appreciated until it is lost. Those folks, who have never been part of a diner 'environment', may never come to appreciate the worthwhile segment of social Americana that they have missed -- that one last cup of coffee and so much more!



Midway Diner



*Breakfast & Lunch
Since 1949*

*120 South Main Street
Rutland, Vermont
802-775-9901*

*Throughout the last week, one of the most sought after items were the
Midway Diner's large plastic laminated menus.*